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SECURITY INFORMATION

Provisional Intelligence Report

AIRCRAFT ASSEMBLY PLANTS IN THE SOVIET BLOC

CIA/RR PR-18

24 September 1952

Note

The data and conclusions contained in this report do not necessarily represent the final position of ORR and should be regarded as provisional only and subject to revision. Additional data or comments which may be available to the user are solicited. This report contains information available to ORR as of 15 May 1952.

WARNING

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CENTRAL INTELLIGENCE AGENCY

Office of Research and Reports

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Foreword

This provisional report is part of a continuing research project concerned with estimating in as much detail as possible the input requirements of the aircraft industry of the USSR. Other analysts studying the aircraft industry of the USSR are referred for a detailed statement of problems and for general background to the first provisional report issued as part of this project--CIA/RR PR-8, Input Requirements of the Aircraft Industry of the USSR, 29 October 1951, TOP SECRET. Information and conclusions contained in CIA/RR PR-8 have been superseded or modified in various respects by subsequent work. The information in the present report supersedes the information on Soviet aircraft plants contained in CIA/RR PR-8, specifically Figure 10, "Airframe Assembly Plants in the USSR (1949)" (map); Figure 11, "Concentrations of the Aircraft Industry in the USSR" (map); and Appendix A, "Major Airframe Assembly Plants in the USSR."

CONTENTS

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I. Introduction.

The present report contains a listing of aircraft assembly plants in the USSR,* the European Satellites, Manchuria, and Communist China proper; an accompanying analysis of the information available about these plants; and a series of three maps showing their location. The report is based on independent plant-by-plant studies utilizing available information from primary sources. Because of a dearth of information, the derivation of current or future production estimates is not attempted.

The purpose of exposing tentative findings and gaps in intelligence concerning aircraft assembly plants in the Soviet Bloc is to provide a framework upon which successive input studies can be based and to elicit from others working in the same field information that has been overlooked, suggestions of other avenues of investigation, and recommendations for a sharpening of the methodologies employed.

Twenty-one major Soviet Bloc aircraft assembly plants have been investigated for this report. Thirteen possible major Soviet Bloc aircraft assembly plants remain to be investigated. The table that follows gives a statistical analysis of progress to date.**

* An Index of numbered Soviet aircraft assembly plants appears in Appendix A.

** The table follows on p. 2.

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Status of CIA/RR Studies
of Aircraft Assembly Plants in the Soviet Bloc

Area	Total Plants Reported	Investigated by CIA/RR: Production Capacity Estimated	Investigated by CIA/RR: Production Capacity Not Estimated a/	Not Investigated by CIA/RR: Possible Major Plants b/	Not Investigated by CIA/RR: Possible Minor Plants c/
USSR					
Central Region	24	6	0	6	22
Eastern Region	10	7	0	2	2
Western Region	36	0	23	5	8
Total	80	13	23	13	32
European Satellites					
Czechoslovakia	8	1	7	0	0
Poland	22	6	15	0	0
Bulgaria	5	1	4	0	0
Rumania	5	0	5	0	0
Hungary	12	0	9	0	3 d/
Manchuria	15	0	15	0	0
China	19	0	19	0	0
Total	165	21	97	13	34

a. Information insufficient. Activities may possibly be unimportant or not primarily connected with the production of aircraft.
b. "Major Plants" are those probably engaged in the series production of aircraft.
c. "Minor Plants" are those engaged in aircraft work other than the series production (final assembly) of aircraft.
d. Activities may possibly be unimportant or not primarily connected with the production of aircraft.

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II. Listing of Soviet Aircraft Assembly Plants

Town	Plant Location	Plant	Available Information	Possible Limits of Production as of Date of Last Information	Date of Last Information
Central Region					
Taganrog	SW of Taganrog, between the Taganrog Airfield (SW of the aircraft plants) and the Taganrog Agricultural [illegible] (NE of the aircraft plants)	Nos. 49 and 84	Not yet investigated.		
Tbilisi	On the north bank of the Kura River, SE of Tbilisi, just to the west of a railroad bridge of the Tbilisi-Karayakan line and also just south of the double-track Tbilisi-Baku railroad line.	No. 31	No recent reports of unknown reliability have been received. Maximum capacity for production has changed to the MiG-15. Maximum capacity for April 1952 is estimated to be about 400 Type-28 aircraft per month or 200 to 300 MiG-15 aircraft per month.	50 to 750 Type-28 aircraft per month	1950
Yerevan	SW of Yerevan, about 1 mile north of the Yerevan Airfield.	No. 147 (or 455 or 476 (66))	Not yet investigated.		
Kuybyshev	Krasnaya Glinka, near Kuybyshev; coordinates or exact location as yet unknown.	No. 2 Experimental	Not yet investigated.		
Kuybyshev	Krasnaya Glinka, near Kuybyshev; coordinates or exact location as yet unknown.	No. 145	Not yet investigated.		

*Footnotes for the listing of Soviet plants follow on page 21.

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II. Listing of Soviet Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Possible Limits of Production as of Date of Last Information	Date of Last Information
Central Region (Continued)					
Saratov	NW of Saratov, 5,000 to 10,000 feet NW of the aircraft components plant No. 306, on the south side of a highway and railroad very near to the point where the road crosses the railroad.	No. 171	This plant was constructed since World War II. Construction was still going on and production had not yet begun in 1949. Estimated dates for the beginning of production range mostly from 1950 to 1953. Estimated floor space in 1949 was [illegible],000 square feet. The plant, by April 1952, might be producing 80 to 100 MIG-15 aircraft per month.		1949
Saratov	Approximately 3 miles SW of the center of Saratov and approximately 3,000 feet west of the Volga River. Saratov Airfield South is just to the SW of the plant but is not actually contiguous.	No. 292	Evidence indicates that series production of the MIG-15 began just about 3 months prior to January 1950, the latest date of significant information. The number of workers was increasing at this time; at what point it levelled off is unknown. Estimated total capacity for April 1952 is calculated at anywhere from 100 to 400 MIG-15 aircraft per month.	2 to 35 MIG-15 aircraft per month.	1950

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II. Listing of Soviet Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Possible Limits of Production as of Date of Last Information	Date of Last Information
Central Region (Continued)					
Gor'kiy	In the Novo-Sormovo section of Gor'kiy, on the NE corner of the Gor'kiy-Soromove Airfield, south of the Volga River and west of the Oka River.	No. 21 b/	It is probable that more than one model was in production during most of 1949 and that production was started on the MIG-15 about mid-1949, although possibly the Type-15 or the Type-27 have been continued. Evidence indicates that something else was produced, probably a night interceptor (in addition to production of a standard fighter), such as the Type-8 or possibly the Type-17. Estimated output is very uncertain because of the doubtful identification of the model or models in production and the date when their production started. This plant is very large and, while it probably devotes a larger-than-average effort to spares and other non-final assembly work, it has a current capacity estimated at approximately 400 to 600 per month for aircraft similar to the MIG-15 or the Type-15.	40 to 150 aircraft per month, type uncertain.	1949

II. Listing of Soviet Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Possible Limits of Production as of Date of Last Information	Date of Last Information
Central Region (Continued)					
Kalyazin	Near Kalyazin, a town on the extreme upper Volga River, half way between Moscow and Shcherbakov (formerly Rybinsk). Kalyazin coordinates 57°15' N - 37°55' E; plant coordinates unknown.		Not yet investigated.		
Khimki	Near Moscow; on the north edge of Khimki, 12½ miles NNE of the Kremlin in Moscow, ½ mile south of the Moscow-Khimki North Airfield, on the SW side of the NW-SE double-track Moscow-Leningrad railroad.	No. 301	This plant was used as Lavochkin's Design Bureau up to the latest information in 1948. Probably only prototypes and experimental models were built. No evidence of preparation for series production. Full current capacity for an aircraft similar to the MIG-15 would be about 60 to 70 per month.		1948
Khimki	Near Moscow; on the north edge of Khimki, 13 miles NNE of the Kremlin in Moscow on the south edge of the Moscow-Khimki North Airfield, on the NE side of the NW-SE double-track Moscow-Leningrad railroad, ¼ to ½ mile back from the tracks.	No. 456	Not yet investigated.		

II. Listing of Soviet Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Possible Limits of Production as of Date of Last Information	Date of Last Information
Central Region (Continued)					
Kimry	Opposite the main section of Kimry, on the east bank of the Volga River.	No. 225 (or 228)	Not yet investigated.		
Moscow	On the SE side of Moscow Central Airfield, SW of and adjacent to Airframe Plant No. 381, 3½ miles NW of the Kremlin.	No. 30	Not yet investigated.		
Moscow	On the east side of Moscow Central Airfield, NE of and adjacent to Airframe Plant No. 30, 3½ miles NW of the Kremlin.	No. 381	Not yet investigated.		
Moscow	In Fili, near Moscow, along the south side of Moscow-Fili Airfield, in a bend of the Moscow River, 5 miles straight west of the Kremlin.	No. 23	Not yet investigated.		

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II. Listing of Soviet Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Probable Limits of Production as of Date of Last Information	Date of Last Information
Central Region (Continued)					
Moscow	In the Tushino industrial complex, 1½ miles north of the Moscow-Tushino Airfield, 1,000 feet north of Tushino Aircraft Engine Plant No. 500, 2,000 feet west of the Mnuka Reservoir.	No. 82 g/	Not yet investigated.		
Podberez'ye	On the east side of the Moscow Reservoir (Volzhskoye Reservoir), 1½ miles north of the locks at the junction of the Volga River and the Moscow-Volga Canal, north of Novo Ivankovo and west of Kimry.	Experimental Plant No. 1	Not yet investigated.		
Shcherbakov	In western Shcherbakov (formerly Rybinsk), 3/4 mile south of the Volga River, ½ mile north of the Shcherbakov railroad station and yards.	No. 36	Not yet investigated.		
Shumerlya	On the south side of Shumerlya.	No. 471	Not yet investigated.		

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II. Listing of Soviet Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Possible Limits of Production as of Date of Last Information	Date of Last Information
Central Region (Continued)					
Nizhniy Tagil	In or near Nizhniy Tagil (58°N-60°E); plant coordinates unknown.	No. 27 (and/or 120, 121, 264)	Not yet investigated.		
Sverdlovsk	In or near Sverdlovsk (57°N-60½°E); plant coordinates unknown.	No. 4 (and/or 28, 214, 464, 512, 760)	Not yet investigated.		
Alapayevsk	On the SW edge of the city of Alapayevsk.	"Desk Wood Products Factory."	The latest evidence indicates that aircraft production ceased at this factory prior to, or early in, 1948.		1947
Kutaisi	About 3 miles west of Kutaisi.	No. 131	This plant may not be concerned with aircraft production. A few reports appear to confuse this plant with the aircraft repair depot at the military airfield. (Coordinates 46°16'05"N-42°39'30"E).		1948
Chkalov	On the NW fringe of Chkalov.	No. 47	This plant was evacuated from Leningrad in late 1941 to the site of a former aircraft repair plant in Chkalov. It has been concerned typically with the construction of wooden or partly wooden aircraft.	26 to 65 Type-25 (Telbina) aircraft per month.	1949

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II. Listing of Soviet Aircraft Industry Plants (Continued)

Town	Plant Location	Plant	Available Information	Possible Changes as of Date of Last Information
Central Region (Continued)				
Smolensk	Unknown	Unknown	Not yet investigated.	
Voronezh		No. 154	Not yet investigated.	
Rehn		No. 159	Not yet investigated.	
Rostov		No. 168	Not yet investigated.	
Kazan'		No. 22	Currently being investigated.	
Kazan'		No. 387	Not yet investigated.	
Kuybyshev		No. 1	Not yet investigated.	
Kuybyshev		No. 18	Not yet investigated.	

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VI. Listing of Soviet Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Possible Limits of Production as of Date of Last Information	Date of Last Information
Eastern Region					
Novosibirsk	Just south of double-track railroad line leading out of Novosibirsk to NW, or NE fringe of city, and of an airfield and 1 mile east of Novosibirsk No railroad station.	No. 153	This plant produced Yak fighters and trainers as of 1948, and was producing swept-wing jet fighters by July 1949. No information is available on floor area. [redacted] During World War II, Tsagi was evacuated here, and the plant may still do some development work.	67 to 137 Yak-9 aircraft per month.	1948
Omsk	On SE outskirts of Omsk, 2½ miles SE of confluence of Om' and Irtysh rivers. Omsk Airfield East is 2,000 feet to NW. Aircraft Engine Plant No. 29 is adjacent to SSW.	No. 166	This plant produced Yak-9 and Yak-3 fighters during World War II and converted after the war to Tu-2 aircraft. Information since 1944 is very shaky. No information available on floor area, so German estimate of 100,000 square meters is used.	7 to 36 Tu-2 aircraft per month.	1947
Tashkent	In northern part of Tashkent, 3 miles NW of railroad freight yard.	No. 84A	No. 84A supplies parts and wing subassemblies to 84B.		

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II. Listing of Soviet Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Estimated Limits of Production as of Date of Last Information	Date of Last Information
Eastern Region (Continued)					
Tashkent	In eastern part of Tashkent, SE of railroad freight yard, west of the airfield.	No. 84B	No. 84B has been a producer of Li-2 transports since 1942. Reports for 1947-49 mention production of two types of transport (Li-2 and IL-12).	20 to 34 Li-2 aircraft per month.	1949
Irkutsk		No. 39	Not yet investigated.		
Ulan-Ude	6½ miles SSE of Ulan-Ude, ¾ mile NNW of Uda River. Ulan-Ude Airfield East is adjacent on SW side.	No. 99	Latest information indicates jet aircraft (presumably fighters) would soon be produced.	16 to 41 La-9 aircraft per month.	1948
Khabarovsk	Just east of Khabarovsk II railroad station.	No. 83	Not yet investigated.		
Komsomol'sk (Dzhongi)	In Dzhongi, a suburb 5 miles NE of Komsomol'sk, 1⅝ miles N. of the south end of a large island in Amur River, and south of an airfield.	No. 126	No. 130 apparently serves as a feeder for No. 126, and the two plants will be treated as one for purposes of estimating production.	13 to 24 Li-2 aircraft per month.	1949

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II. Listing of Soviet Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Possible Limits of Production as of Date of Last Information	Date of Last Information
Eastern Region (Continued)					
Komsomol'sk	In Dzhongi, a suburb 5 miles NE of Komsomol'sk, 1½ miles NW of the south end of a large island in Amur River, and west of an airfield.	No. 130	Wartime production of the Il-4 was ended in 1946, and the plants began to produce Il-2 (or possibly Il-12) transports. In the first half of 1949, there were several references to a jet [illegible] swept back wings at No. 130. Reconstruction of two large buildings at No. 130 probably was completed in 1950.	See Plant No. 126, above.	1949
Semenovka	On south edge of Semenovka, 1 mile east of Daubikhe River, 1,500 feet SSW of stream (Khalasa), 1.8 miles SSW of railroad freight yard. Semenovka Airfield is adjacent to SE.	No. 116	Produced the UT-2 trainer during World War II. Postwar activity consists of repairs and of production of trainers.	Under investigation.	

Town	Plant Location	Plant	Available Information	Possible Limits of Production as of Date of Last Information	Date of Last Information
Western Region					
Arkhangel	Reported to be on Yagodnik Island near Arkhangel.		Reports on this plant are meager and conflicting. During World War II it was an assembly point for Lend-Lease [illegible]. According to one report, MDR-6 production was to stop October 1948 and the plant was to be turned over to training school units on 1 January 1949. One report, however, said that production of "MDR-9" (twin jet flying boat) would be 100 to 105 per month by October 1949.	Insufficient data.	1948
Gatchina	In Gatchina (formerly Krasnogvardeysk), between the Gatchina station and castle of former Empress Catherine.		Meager conflicting reports indicating aircraft engine factory and aircraft and engine repairs under construction.	Insufficient data.	1947

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Listing of Soviet Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Possible Limits of Production as of Date of Last Information	Date of Last Information
Western Region (Continued)					
Kargopol'	In Kargopol' 200 km east of Petrozavodsk		Two reports indicating aircraft components, props, hubs, landing gear	Insufficient data.	1942
Leningrad	Somewhere in the northern part of Leningrad, near the Neva River.		Meager conflicting reports, even as to location. Nothing found on photos to fit the descriptions.	Insufficient data.	1948
Leningrad	Leningrad	No. 162	One report indicating that No. 162 was a subcontractor for Moscow aircraft plant No. 23 and produced propellers. Further existence unconfirmed.	Insufficient data.	1942
Leningrad	Leningrad	No. 381	This factory split up with evacuation in 1941.	Insufficient data.	1941
Leningrad	Leningrad	No. 211	Plant reported. No other information.	Insufficient data.	

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II. Listing of Soviet Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Possible Limits of Production as of Date of Last Information	Date of Last Information
Western Region (Continued)					
Leningrad	Leningrad	No. 330	Three reports, one of which states that Plant No. 330 with Plant No. 15 produces La-7 aircraft at the rate of 60 aircraft per month. The source was listed as extremely unreliable.	Insufficient data.	1950
Leningrad	Leningrad		A plant was reported to produce aircraft equipment in 1943; no additional information since 1943.	Insufficient data.	1943
Leningrad	Leningrad	No. 387	Plant No. 387 was evacuated in 1941; no report since 1943.	Insufficient data.	1943
Leningrad	On the northern edge of Leningrad.	No. 7	Reports from 1947-49 indicate that this plant is engaged in repair and overhaul of aircraft and aircraft engines.	Insufficient data.	1949

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II. Listing of Soviet Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Possible Limits of Production as of Date of Last Information	Date of Last Information
Western Region (Continued)					
Leningrad d/	NW section of Leningrad on a small island bounded on the north by a canal and on the south by the northern tributary of the Neva River.		From the descriptions in conflicting reports dated October 1947 to May 1949, these three plants are one and the same. Present production is possibly parts.	Insufficient data.	1949
Leningrad	On the southern edge of Leningrad.	No. 448 (Lipezh)	Reports from 1945 to May 1949 describe production at this plant as being parts: sheet metal parts, landing gear, measuring gages, etc.	Insufficient data.	1949
Khar'kov	On the NE edge of Khar'kov.	No. 135	Plant was heavily damaged during World War II, and reports of reconstruction have been received as late as January 1947. "Omega" helicopter, LAG-9, and "Utaka" are variously reported as being in production.	Insufficient data.	1947

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III. Listing of Soviet Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Possible Limits of Production as of Date of Last Information	Date of Last Information
Western Region (Continued)					
Khar'kov	Khar'kov	"[illegible] Dynamo"	One report indicates that the name corresponds to the "Dynamo" area in which No. 135 is located (see above), and the number of workers corresponds roughly to that of No. 135 also. This may be the same plant.		1947
Khar'kov	Khar'kov, NW section.		This location is for a group of buildings in Khar'kov which corresponds, with directions reversed, to a layout sketched in one report. No other information.	Insufficient data.	
Kaliningrad	Kaliningrad	"Junkers"	One reports states that this is the Junkers Flugzeugwerke that was formerly in Dessau, Germany, but there is no confirmation of the Kaliningrad location.	Insufficient data, partly investigated.	1947
Kaunas	Kaunas, Lithuania		One report indicating production of spare parts.	Insufficient data, partly investigated.	1948
Minsk	Minsk	"Arado"	One report indicating reconstruction of the plant.	Insufficient data, partly investigated.	1948

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II. Listing of Soviet Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Possible Limits of Production as of Date of Last Information	Date of Last Information
Western Region (Continued)					
Narva	Narva, Estonia		An aircraft plant has been mentioned as being located in Narva.	Insufficient data, partly investigated.	1950
Schaaksvitte	Schaaksvitte, Lithuania		An aircraft plant has been reported as being located in Schaaksvitte.	Insufficient data, partly investigated.	1947
Riga	Riga, Latvia		An aircraft plant has been reported as no longer existing in Riga.	Insufficient data, partly investigated.	1950
Monchegorsk	Monchegorsk, Murmansk Oblast		An aircraft plant mentioned as being located in Monchegorsk.	Insufficient data, partly investigated.	1946
Murmansk	Murmansk		The Heinkel plant at Warnemuende, Germany, to be put here, according to report. An aircraft engine repair shop mentioned here.	Insufficient data.	1947
Petrozavodsk	Petrozavodsk, Karelo-Finnish SSR		Letters have been received from workers in this area who formerly worked at Siebel Aircraft Works in Halle, Germany, and were deported to USSR in 1946. An aircraft plant is to be built here.	Insufficient data.	1948

II. Listing of Soviet Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Possible Limits of Production as of Date of Last Information	Date of Last Information
Western Region (Continued)					
Pskov	Pskov, Leningrad Oblast.		Formerly produced RATA fighter aircraft. No mention of aircraft plant in town folder.	Insufficient data.	1948
Shenkursk	Shenkursk, Arkhangel Oblast.	"Stalinavia-zavod"	This plant was reported to have 3,500 employees as of 1941.	Insufficient data, partly investigated.	1941
Volkhovstroy	Volkhovstroy, Leningrad Oblast.		This plant was reported as an aluminum or aircraft engine factory in 1945.	Insufficient data, partly investigated.	1948
Vologda	Vologda, Vologda Oblast.		A heavy military freight glider is reportedly produced here and at Shcherbakov. Total reported production of both plants is 40 to 50 aircraft per month.	Insufficient data.	1948
Kiev	Kiev	No. 43		Not yet investigated.	
Kiev	Kiev			Not yet investigated.	
Kiev	Kiev	No. 481		Not yet investigated.	
Kiev	Kiev	No. 473		Not yet investigated.	

II. Listing of Soviet Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Possible Limits of Production as of Date of Last Information	Date of Last Information
Western Region (Continued)					
Kiev (Vozrozhdenie)	Kiev	No. 485	Not yet investigated.		

1. There are two plants (Nos. 49 and 86) in the same location. There is some indication of recent conversion to full-scale series production.
2. A couple of plants other than No. 21 are reported, but they have not yet been investigated.
3. Several plants, other than these listed above, are reported to be engaged in various phases of aircraft production.
4. Three plants have been reported for this location: Krasnyy Lechik No. 23, Sasilow No. 23, and Krasnyy Lechik No. 272.

III. Listing of European Satellite Aircraft Assembly Plants

Town	Plant Location	Plant	Available Information	Date of Last Information
Czechoslovakia				
Otrokovice	SW of Otrokovice, in SSE corner of the airfield area. 49°11'50"N-17°31'35"E.	Otrokovice, Motorcar Works, National Corporation, Otrokovice Plant (formerly Zlin).	Items other than aircraft (such as winches) were also being produced in this factory. Production was not extensive, however, as it is a small plant of about 145,000 square feet of floor space. The following types were being produced in 1951, but in unknown quantities: Bucker 181 (2-seat trainer) Bucker 281 (sport plane) Zlin 26 (Trainer) Zlin 24 (Trainer) Zlin 23 (Glider) Zlin 25 (Glider)	1951
Prague	In Vysocany, a suburb on the NE outskirts of Prague. 50°05'N-14°28'E.	Aviation Works, National Corporation, Vysocany Plant (AERO).	For production figures on MIG-15 the testimony of Czechoslovak engineer eye witnesses has been accepted. Annual production: upper limit -- 600 Praga E-114 and possibly 10 MIG-15 aircraft; lower limit -- possibly 5 MIG-15.	1952

III. Listing of European Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Date of Last Information
Czechoslovakia (Continued)				
Uherské Hradiště	Between Kunovice and Uherské Hradiště. 49°04' N-17°25' E.	Motorcar Works, National Corporation, Čakovice (new Avia Plant).	This plant is partly completed. It is not established that the completed halls are in production. It is not likely that there is jet production yet.	1952
Prague	Prague. 50°05' N-14°25' E.	Aviation Works, National Corporation (Kralin Plant).	Information on this factory is contradictory.	1950
Prague	About 6 miles NE of center of Prague, on the SE border of Čakovice. 50°08' N-14°31' E.	Motorcar Works, National Corporation, Avia Čakovice Plant.	It is reported that this plant has received plans for and is to manufacture the Il-10, of which 5 were to be finished in 1951. In 1950 this plant produced 10 to 15 ME-109 aircraft; 15 to 20 AR-96 aircraft; and 1 ME-262 aircraft.	1950
Uherské Hradiště	Slightly east of Uherské Hradiště. 49°04' N-17°25' E.	Motorcar Works, National Corporation (Avia Branch).	A small plant employing some 200 people; it is not believed that production is significant. In 1950 the plant produced the ME-109, Fighter (AERO Type).	1950

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III. Listing of European Satellite Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Date of Last Information
Czechoslovakia (Continued)				
Chocen	Plant is 600 meters SW of the town of Chocen and south of the railway from Chocen to Stalina. 50°00'N-16°15'E.	Motorcar Works, National Corporation, Chocen Plant (Mraz-Benes).	This factory has been equipped with up-to-date machinery since the war. In 1949 the plant produced 60 FI-156 aircraft, 180 Sokol Sport Planes, and 180 Benzo (Sport) aircraft.	1949
Prague	At Letňany, 5 miles NE of Prague. 50°08'15"N-14°30'45"E.	Aviation Works, National Corporation, Letňany Plant (Letov-Slansky).	This plant produced prototypes and gliders. Some aircraft repair work was done. In June 1951, 50 workers of the plant were reported as producing a twin-engine jet aircraft similar to the Soviet Type-8. In 1950 the plant produced 110 AERO 45 aircraft, and 10 ME-262 aircraft.	1950

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III. Listing of European Satellite Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Date of Last Information
Poland				
Mielec	On rail spur from the Mielec-Tuszow-Norodowy Railway. 50°18'43"N-21°27'57"E.	State Aircraft Works, Mielec.	This plant employed 500 workers in 1950 with 3,000 worker capacity. In 1950 only 20% of the factory's capacity was devoted to aircraft production. It was reported in 1951 that tooling for MIG-15 airframe production was begun. The plant produced annually, through 1945-50, 10 Szpak aircraft, 11 Zak aircraft, 1 CSS-10 aircraft, 1 CSS-11 aircraft, and repaired C-47 aircraft.	1951
Budzyń	Budzyń. 52°53'N-17°00'E.	Budzyń Aircraft Parts factory.	There are only two reports, and little information on the plant.	1944
Stettin (Dabie)	Dabie. 53°25'N-14°40'E.	Marshall Zhukov, Aircraft Engine Repair.	There is only one report on this factory.	1948
Landeshut (Kamienna Góra)	Kamienna Góra. 50°45'N-16°03'E.	Kamienna Góra, Accessory and Engine factory.	One report.	1948
Bydgoszcz	Bydgoszcz. 53°10'N-18°00'E.	Bydgoszcz Aircraft Parts factory.	One report states that the plant had 140 employees.	1940

III. Listing of European Satellite Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Date of Last Information
Poland (Continued)				
Jelenia Góra	Hirschberg (Jelenia Gora). 50°55'N-15°40'E.	Jelenia Góra Instrument Plant.	One report, 1948, lists this plant as manufacturing instruments.	1948
Jelenia Góra	Hirschberg (Jelenia Gora). 50°55'N-15°40'E.	Jelenia Góra Aircraft Plant.	One report: this factory produced 200 Gliders during 1950.	1950
Poznań	Poznań. 52°25'N-16°55'E.	Aviation Workshop.	Little information on this plant, but it is reported to be engaged in repair of aircraft and engines.	1950
Poznań	Poznań. 52°25'N-16°55'E.	Components Factory.	This plant was formerly a Focke-Wulf factory, part of whose equipment was shipped to the USSR [redacted] believes that the buildings (70% destroyed in 1945) may be reconstructed for aircraft assembly or jet production. Little information is available.	1950
Warsaw	Warsaw (Okecie). 52°15'N-21°00'E.	GIL Research Institute.	Prototype construction. A small establishment, this plant is reported to be designing a jet transport with 4 turbo jets, carrying 30 to 35 passengers.	1950

25X1X

III. Listing of European Satellite Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Date of Last Information
Poland (Continued)				
Warsaw	Warsaw (Okecie). 52°15'N-21°00'E.	State Aircraft Works.	Only a few reports on this plant. Aircraft engine production is reported.	1948
Toruń	Toruń. 53°01'N-18°37'E.	Aircraft Repair and Overhaul Factory.	Limited repair and overhaul activities are reported at this plant.	1949
Łódź	Łódź. 51°45'N-19°30'E.	Łódź Experimental Workshop.	This is only a small factory, and production would not be significant since 30 percent of its capacity was devoted to furniture making. It manufactures fuselages for small aircraft. In 1950 it produced 1 MIS (10-passenger transport).	1951
Rzeszów	Rzeszów. 50°04'N-22°00'E.	Rzeszów Engine Plant.	It was reported in October 1951 that tooling had begun for production of the MIG-15 engine.	1951
Gdańsk	At west end of Wrzeszcz Airfield, Gdańsk. 54°20'N-18°40'E.	Gdańsk Aviation Workshop.	One report indicates that this plant is very small and is turning out a few gliders, and also doing some repair work.	1950

III. Listing of European Satellite Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Date of Last Information
Poland (Continued)				
Kotzenau	Kotzenau (Chocianów), NE city limits. 51°25'N-15°54'E.	Messerschmidt Aircraft Plant.	Between 1945 and 1949 this factory repaired and overhauled trucks, produced some machine tools, and may have assembled or done maintenance work on aircraft.	1949
Liebau	Liebau (Lubawka), in Silesia. 50°40'N-16°00'E.	Lubawka Aircraft Factory.	There are only two reports on this factory. The production of 150 ABC gliders per year was reported.	1950
Jeżów	Jeżów (Grunau) in Silesia. 51°49'N-19°58'E.	Jeżów Aircraft Plant.	Formerly a large furniture factory, this plant produces principally gliders.	1950
Bielsko	Bielsko 49°48'N-19°03'E.	Glider Research Plant.	Reported to have about 100 workers, this plant produced 30 sail planes in 1950.	1950
Lublin	Lublin. 51°15'N-22°40'E.	Lublin Aircraft Works or Podlaska Aircraft Plant.	There is only one recent report on production in this factory. New factory construction is taking place in this area, apparently for aircraft or engine manufacture. 1950 annual production was reported as 30 PE-2 fighter-bombers.	1950
Biała Podlaska	On the outskirts of Biała Podlaska. 52°02'N-23°05'E.	Podlaska Aircraft Corporation.		1939

III. Listing of European Satellite Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Date of Last Information
Bulgaria				
Karlovo	In SW corner of Karlovo Airfield. 42°36'30"N-24°55'E.	Karlovo	Repair and overhaul of aircraft and manufacture of consumer goods are reported to be carried on at this plant. By the winter of 1950, there were about 500 employees. Fighter aircraft were repaired.	1950
Lovech	About 2,000 km NW of Lovech. 43°09'43"N-24°42'50"E.	Lovech	This plant manufactured trainers in 1951 and also manufactures ammunition. The proportion devoted to each is unknown.	1951
Kazanlŭk	1 1/3 miles NW of Kazanlŭk (Caproni) railway station. 42°37'20"N-25°23'10"E.	Kazanlŭk	Four fuselages for 2-seater aircraft, probably trainers, were manufactured during 1951. Czechoslovak aircraft engines were installed in fuselages. The plant also repaired aircraft, tanks, and vehicles.	1951
Sofia	12 km NW of Sofia at Bozhuriste Airfield. 42°40'N-23°20'E.	Bozhuriste	There is only one report on the factory.	1951

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III. Listing of European Satellite Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Date of Last Information
Bulgaria (Continued)				
Sopot	In Sopot, 52 km west of Kazanlŭk on the highway to Sofia. 42°39'N-24°43'E.	Sopot.	There are only two reports on this factory.	1950
Rumania				
Sibiu	In Sibiu, 1.2 km SW of the railroad station. 45°47'31"N-24°09'22"E.	Sibiu.	One report, of doubtful reliability.	1949
Bucharest	Bucharest, on Strada Sergent Nita Iou. 44°25'N-26°05'E.	I.C.A.R.	1949 production information lists trainers, gliders, and parachutes. Information on this factory is scarce; no data after 1949. It is believed not working at capacity.	1949
Bucharest	Bucharest, on Strada Popa Lazar. 44°26'45"N-26°07'50"E.	S.E.T. Plant (21 December Factory).	For 1949, parts manufacture is reported, and for 1950, aircraft engine repair. There are very few reports on this factory.	1950

VII. Listing of European Satellite Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Date of Last Information
Rumania (Continued)				
Mediaş	Mediaş. 46°10'N-24°33'E.	I.C.A.R.	The most recent report on production data for 1947 indicates the manufacture of radio-controlled rockets. Very little data is given.	1947
Braşov	Plant is 1½ km north of Braşov railroad station. 45°35'N-25°38'E.	I.A.R. Aircraft Engine and Tractor Factory.	Officially the factory is represented to be producing only tractors. However, it is believed to be producing aircraft engines also.	1949
Hungary				
Budapest	Budapest. 47°30'N-19°05'E.	Hungarian Federal Machinery Factory.	There are only a few reports of aircraft production in this plant. References are made to the production of trainers and Italian-type fighters, as well as various items of farm equipment.	1949
Budapest	Budapest. 49°30'N-19°05'E.	Hungarian Railroad Car and Machinery Plant.	Not yet investigated.	

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III. Listing of European Satellite Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Date of Last Information
Hungary (Continued)				
Budapest	Csepel, Budapest. 47°25'N-19°06'E.	Danube Aircraft Construction Corp.	Not yet investigated.	
Budapest	Budapest, on the southern outskirts on the western side of Csepel Island. 47°25'N-19°06'E.	Matyas Rakosi Works (formerly Manfred Weiss).	Not yet investigated.	
Esztergom	Esztergom. 47°45'N-18°40'E.	Aero-Ever Aircraft Plant.	Produces gliders and power gliders, trainers and light sport planes, in unspecified quantities. A small factory; about 100 were employed in 1950.	1950
Budapest	Mátyasföld, Budapest. 47°30'N-19°05'E.	Mátyasföld Aircraft Repair Shop.	Reported to be an aircraft instrument and engine repair shop.	1951
Budapest	Albertfalva (Budapest) 47°30'N-19°05'E.	Neuschloss and Lichtig	A small factory, reported to be producing gliders in unspecified quantities, as well as furniture.	1950
Nagykanizsa	Nagykanizsa. 46°30'N-16°55'E.	Nagykanizsa.	One report in 1947 that an underground factory had been established at Nagykanizsa, for the manufacture of single-engine fighters.	1947

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III. Listing of European Satellite Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Date of Last Information
Hungary (Continued)				
Szilágyitelep	Szilágyitelep. 47°19' N-19°00' E.	Szilágyitelep.	One report that this plant was rebuilt and making aircraft engines.	1950
Debrecen	Debrecen. 47°30' N-21°37' E.	Emil Banyats Plant.	Parachute factory with a reported capacity of 1,000 per month in 1951.	1951
Székesfehérvár	Székesfehérvár. 47°12' N-18°25' E.	Székesfehérvár-Sosto.	Reported to be the second largest aircraft engine repair shop in Hungary in 1951.	1951
Győr	Győr, 2 km east of Győr-Budapest railway line.	Aircraft Branch Factory.	Assembly of ME-109 G and Focke-Wulf trainers; also producing agricultural equipment in 1949.	1949

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IV. Listing of Manchurian and Chinese Aircraft Assembly Plants

Town	Plant Location	Plant	Available Information	Date of Last Information
Manchuria				
Mukden	Mukden, at 24, 4-dan Yoshimitsugai, Asahi-Ku Shen-yang. 41°48'N-123°30'E.	Kawanishi Engineering Works.	This plant was reported producing aircraft parts in 1942 and may not be in existence now.	1942
Mukden	Mukden, at 8, 2-dan, Kako-gai, Tetsunishi, Shen-yang. 41°48'N-123°30'E.	No. 3 Aircraft and Motor Vehicle Works.	Reported in 1938, this factory may not exist now.	1938
Mukden	Mukden, 2 Etai-gai, Tetsun-ishi-Ku, Shen-yang. 41°48'N-123°30'E.	Showa Aircraft Co.	The existence of this plant was reported.	1942
Mukden	Mukden, at 40, 1-dan, Tokuko-gai, Tetsunishi-Ku. 41°48'N-123°30'E.	Aircraft Parts Factory.	This factory was reported to be producing aircraft parts.	1942
Mukden	Daito Ku, Mukden. Shen-yang. 41°48'N-123°30'E.	6th Manchurian Aircraft Mfg. Co.	This plant was established in 1938, and there is no more recent information.	1938
Harbin	Harbin. 45°45'N-126°45'E.	1st Machine Shop (A part of Chung-ch'ang Railroad Bureau).	Only one report, which states that this plant assembles an unspecified number of jet aircraft.	1951

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IV. Listing of Manchurian and Chinese Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Date of Last Information
Manchuria (Continued)				
Harbin	Harbin, in area of Hsinhsiangfang Airport. 45°45'N-126°45'E.	Hsinhsiangfang Aircraft Assembly Plant.	Only one report, which states that this plant is assembling aircraft from parts sent by the USSR, with the aid of Soviet technicians.	1951
Dairen	Dairen area. 39°00'N-121°45'E.	Nan Sha Ho Airplane Factory.	One report states this plant is producing aircraft parts.	1951
Dairen	Dairen, Kwang Tung. 39°00'N-121°45'E.	Dairen Cotton Mill.	This cotton mill was reported to be producing silk parachutes.	1950
Ssu-p'ing	Ssu-p'ing 43°10'N-124°20'E.	Ssu-p'ing-chieh Aircraft Factory.	One report states that in mid-September, 1951, this factory was producing airplane parts, including wings, wheels, other metal parts, and lacquer.	1951

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IV. Listing of Manchurian and Chinese Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Date of Last Information
Manchuria (Continued)				
Ch'ang-ch'un	Ch'ang-ch'un, Kirin. 43°50'N-125°20'E.	Ch'ang-ch'un Aircraft Plant.	One report states that this plant is capable of manufacturing or assembling 90 aircraft per month.	1950
Yaerhsai	Ang-ang-ch'i at Yaerhsai. 47°09'N-123°48'E.	Ang-ang-ch'i Aircraft Plant.	This plant was reported in 1951 to be capable of manufacturing aircraft and had 17 Soviet technicians, 30 Chinese technicians, and about 1,000 other employees.	1951
Tung-an	Hokiang political subdivision, Tung-an. 45°33'N-121°53'E.	Tung-an Repair Shop.	Reportedly making small aircraft parts and repairing planes. This plant had from 100 to 150 workmen in 1947.	1947
Mukden	Fu-shun, east of Mukden. 41°50'N-123°55'E.	Fu-shun Aircraft Factory.	First shipment of Soviet-manufactured machinery was reported arriving at this plant in September 1951, with operations to begin in January 1952.	1951
Ch'i-ch'i-ha-erh	Ch'i-ch'i-ha-erh (Tsitsihar), Manchuria. 47°40'N-123°45'E.	Tsitsihar Parachute Factory.	This plant was to open in 1951 with the aid of Soviet technicians.	1951
China				
Tihua	Tihua (Urumchi), Sinkiang. 44°30'N-87°40'E.	Tihua Aircraft Plant.	There are reports of an assembly plant at Tihua, but there is virtually no specific information available.	1950

Approved For Release 1999/09/02 : CIA-RDP79-01093A000300010004-1

IV. Listing of Manchurian and Chinese Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Date of Last Information
China (Continued)				
Kuang-chou	Kuang-chou, Pai-yu'un. 23°11'N-113°16'E.	White Cloud Airfield Assembly Plant.	One report states that aircraft parts were being assembled at White Cloud Airfield.	1951
Kweichow	Kweichow, Ta-ting. 27°09'N-105°35'E.	First Aircraft Engine Factory.	This was reported as an engine plant in 1951.	1951
Hangchow	Hangchow. 30°15'N-120°10'E.	Hangchow Aircraft Assembly Plant.	An aircraft assembly plant reportedly set up at Hangchow in 1951.	1951
Hangchow	Hangchow, Chekiang. 30°15'N-120°10'E.	Hangchow Parachute Factory.	This factory was reported to be operating in 1948.	1948
Hanchow	Hanchow, Szechwan. 31°00'N-104°22'E.	Hanchow Aircraft Factory (3d AC Factory)	Between 1934-37, 165 planes were produced of such different types as Hawk III, Vultee, Douglas, and all-metal Northrop light bomber.	1937
Canton	Canton. 23°20'N-113°30'E.	1st Aircraft Engine Factory.	This factory was built by the Japanese, predominantly of buildings of the warehouse type. Nationalist Chinese planned to build aircraft there in 1948. Its present use is unknown.	1948

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IV. Listing of Manchurian and Chinese Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Date of Last Information
China (Continued)				
Canton	Canton. 23°20'N-113°30'E.	Canton Parachute Factory.	As of March 1951 a parachute factory was planned for Canton, although other reports maintained that parachutes were already being made in Canton.	1951
K'un-ming	K'un-ming. 25°20'N-102°40'E.	K'un-ming "1st".	This factory was to produce the aT-6. When the end of Nationalist China was in sight, the air force sold a part of the equipment to local merchants, etc.	1948
Shanghai	About 7 miles north of Shanghai. 31°10'N-121°36'E.	Kiangwan Airfield.	A possible aircraft and engine assembly and repair point is reported to be at this field.	1950
Hsu-chow	North Kiangsu, Hsu-chow 34°05'N-113°50'E.	Hsu-chow	Several reports have referred to aircraft assembly in Hsuchow, but no plant location was given.	1948
Nan-ning	Nan-ning. 22°45'N-108°00'E.	Nan-ning.	One report states that at present there are repair facilities at Nan-ning. Another states that a maintenance plant is planned.	1948

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IV. Listing of Manchurian and Chinese Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Date of Last Information
China (Continued)				
Nan-ch'ang	About 4 miles from the city of Nan-ch'ang (in Kiangsi province). 28°30'N-115°45'E.	Nan-ch'ang "2d"	In 1948 this factory was designing twin-engine low-wing monoplanes and repairing L-5 aircraft. The plant may have been ordered to move to Kun-ming in 1949.	1948
Kirin	Kirin, Chiamussu. 47°00'N-130°15'E.	Pei Man (Nan)	This plant has been producing engines and assembling jet aircraft. It is reported, also, that new construction has been accomplished here, with the assistance of Soviet engineers.	1948
Chou-Shui-Tzu	1½ miles west of Chou-Shui-Tzu railway station. 38°57'N-121°34'E.	Chou-Shui-Tzu	A report dated 1950 states that this installation has an aircraft engine repair shop with 200 workers.	1950
T'ai-yüan	T'ai-yüan, Shansi. 37°52'N-112°35'E.	T'ai-yüan.	A new Soviet aircraft assembly plant has been reported as recently established.	1950
Ta-ch'ang	Ta-ch'ang.	Ta-ch'ang.	It was reported that in mid-1951 assembly and repair of aircraft was taking place here.	1951
Tafangshen	Tafangshen Airfield. 41°45'N-123°02'E.	Tafangshen.	A reported 200 boxes of parts for aircraft were sent to Tafangshen for assembly.	1950

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IV. Listing of Manchurian and Chinese Aircraft Assembly Plants (Continued)

Town	Plant Location	Plant	Available Information	Date of Last Information
China (Continued)				
Ch'ang-an	Ch'ang-an, Chekiang. 30°28'N-120°27'E.	Ch'ang-an Parachute Factory.	It was reported that in early May, 1952, a parachute factory was established here.	1952

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APPENDIX A

INDEX OF NUMBERED SOVIET AIRCRAFT ASSEMBLY PLANTS

A. Numerically.

Number	Location	Number	Location
1	Kuybyshev	99	Ulan-Ude
1	Podberez'ye (experimental)	116	Semenovka
2	Kuybyshev (Krasnaya Glinka experimental)	120	Nizhniy Tagil
4	Sverdlovsk	121	Nizhniy Tagil
7	Leningrad	126	Komsomol'sk (Dzhongi)
18	Kuybyshev	130	Komsomol'sk
21	Gor'kiy	131	Kutaisi
22	Kazan'	135	Khar'kov
23	Leningrad (Krasnyy Lechik)	145	Kuybyshev (Krasnaya Glinka)
23	Leningrad (Samilov)	153	Novosibirsk
23	Moscow (Fili)	154	Voronezh
27	Nizhniy Tagil	162	Leningrad
28	Sverdlovsk	166	Omsk
30	Moscow	168	Rostov
31	Tbilisi	171	Saratov
36	Shcherbakov (Rybinsk)	211	Leningrad
39	Irkutsk	214	Sverdlovsk
43	Kiev	226	Kimry
47	Chkalov	228	Kimry
49	Taganrog	264	Nizhniy Tagil
82	Moscow (Tushino)	272	Leningrad (Krasnyy Lechik)
83	Khabarovsk	292	Saratov
84A	Tashkent	301	Khimki
84B	Tashkent	330	Leningrad
86	Taganrog	381	Leningrad

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INDEX OF NUMBERED SOVIET AIRCRAFT ASSEMBLY PLANTS (Continued)

A. Numerically (Continued).

Number	Location
381	Moscow
387	Kazan'
387	Leningrad
447	Yerevan
448	Leningrad (Lipezh)
455	Yerevan
456	Khimki
458	Baku
464	Sverdlovsk
471	Shumerlya
473	Kiev
477	Yerevan
481	Kiev
485	Kiev (Vozrozhdenie)
512	Sverdlovsk
664	Yerevan
760	Sverdlovsk

B. Alphabetically.

Location	Number
Baku	458
Chkalov	47
Fili (Moscow)	23
Gor'kiy	21
Irkutsk	39
Kazan'	22
Kazan'	387
Khabarovsk	83
Khar'kov	135
Khimki	301
Khimki	456
Kiev	43
Kiev	473
Kiev	481
Kiev (Vozrozhdenie)	485
Kimry	226
Kimry	228
Komsomol'sk (Dzhongi)	126
Komsomol'sk	130
Krasnaya Glinka (experimental)	2
Krasnaya Glinka	145
Krasnyy Lechik	23
Krasnyy Lechik	272
Kutaisi	131
Kuybyshev	1

Approved For Release 1999/09/02 : CIA-RDP79-01093A000300010004-1

INDEX OF NUMBERED SOVIET AIRCRAFT ASSEMBLY PLANTS (Continued)

B. Alphabetically (Continued).

Location	Number
Kuybyshev	18
Kuybyshev (Krasnaya Glinka experimental)	2
Kuybyshev (Krasnaya Glinka)	145
Leningrad	7
Leningrad	162
Leningrad	211
Leningrad	330
Leningrad	381
Leningrad	387
Leningrad (Krasnyy Lechik)	23
Leningrad (Samilov)	23
Leningrad (Krasnyy Lechik)	272
Leningrad (Lipezh)	448
Moscow	30
Moscow	381
Moscow (Fili)	23
Moscow (Tushino)	82
Nizhniy Tagil	27
Nizhniy Tagil	120
Nizhniy Tagil	121
Nizhniy Tagil	264
Novosibirsk	153
Omsk	166
Podberez'ye (experimental)	1
Rostov	168
Rybinsk (Shcherbakov)	36
Saratov	171
Saratov	292
Semenovka	116
Shcherbakov (Rybinsk)	36
Shumerlya	473
Sverdlovsk	4
Sverdlovsk	28
Sverdlovsk	214
Sverdlovsk	464
Sverdlovsk	512
Sverdlovsk	760
Taganrog	49
Taganrog	86
Tashkent	84A
Tashkent	84B
Tbilisi	31
Tushino (Moscow)	82
Ulan-Ude	99
Voronezh	154
Vozrozhdenie (Kiev)	485
Yerevan	447
Yerevan	455
Yerevan	477
Yerevan	664

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APPENDIX B

GAPS IN INTELLIGENCE

Most of the information available is for the period 1945-48. There is, however, a small amount of information including several aerial photographs for the period 1920-45 for some plants. The majority of this latter material is of German origin and covers all the Soviet plants. The information for 1945-48 consists mostly of interrogation reports from German and Japanese prisoners of war who worked in and around Soviet plants during the time of their internment. There is a small number of reports after 1948-49 from returning German scientists or Soviet defectors. The scientists have knowledge of research projects and usually not of production, and they are becoming progressively fewer in number. Defectors so far have had very limited knowledge of aircraft production. For the Satellite plants, information is based on a few reports from defectors, refugees, repatriates, and the like. Military attaches in all cases are prevented from finding out much about the aircraft industries of the USSR and the Satellites.

The newspapers and periodicals of these countries, moreover, are completely devoid of mention of things aeronautical.

APPENDIX C

METHODOLOGY

Each piece of data in the appropriate Industrial Register files is fragmentary. There are no definitive reports on these plants; the data here presented have been pieced together from scraps too numerous to list separately and meaningless in themselves. A plant study represents an analysis of reports which cannot be cited singly or even collectively as the basis for the findings. The indicated limits of production, as of the date of latest information, express the range of credible reports, which have been checked for reasonableness against the reports of plant size, the reports of numbers of workers, and, if available, German World War II aerial photographs. For descriptions of some possible methods used in checking reports, see CIA/RR PR-8, Input Requirements of the Aircraft Industry of the USSR, 29 October 1951. TOP SECRET.

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APPENDIX B

SOURCES AND EVALUATION OF SOURCES

Practically all the material used for the plant studies on which this report is based was obtained from the appropriate CIA/CD Industrial Register plant files, which carry as many as 500 entries for a single plant. The only other significant information is from photographs located in CIA/CD Graphics Register. Duplicates of these pohtographs are usually in the Industrial Register files. A number of secondary sources were perused for general background. Information presented on those plants reported as "not yet investigated" 25X1 taken from [redacted] an Industrial Register machine run on the Soviet aircraft industry. USAF Target Complex Mosaics were employed in pinpointing locations of those plants for which mosaics exist. These mosaics are also part of the Industrial Register files.

25X1C

The scraps of data extracted from the above sources, together with the calculations and reasoning used in interpreting them, are on file in CIA/RR. The files in which this information is contained occupy most of a filing cabinet. These working files are open -- and freely offered -- to all authorized persons working on the problem.

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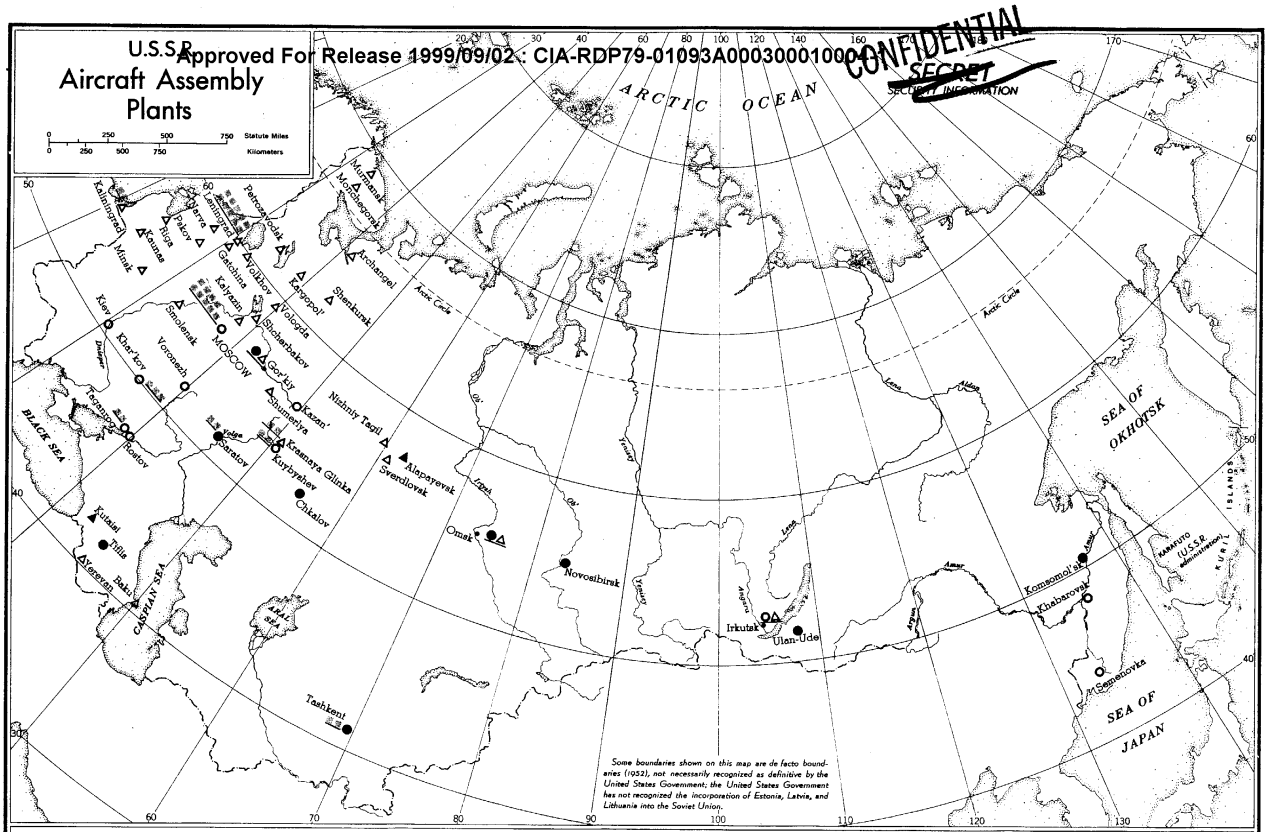
U.S.S.R. Aircraft Assembly Plants



MAJOR PLANTS
- ● Probable – information examined
- ○ Possible – not yet investigated

MINOR PLANTS
- ▲ Probable – information examined
- △ Possible – not yet investigated

Possible additional plant

Note: From information available as of May 1952.

12413 CIA, 9-52

EUROPEAN SATELLITES: AIRCRAFT ASSEMBLY PLANTS